

COMMERCIAL.

WEDNESDAY, SEPT. 24, 1856.

We have to note another very quiet week in general trade. Most sales have been made through the auction-rooms, and to a large amount at fair rates on time from 2 to 4 months credit. Cash sales are made at very low figures, not sufficient to cover cost and charges.

There have been only two arrivals from foreign ports—the *Frances Palmer* and *Pampero*, both from San Francisco. The *Pampero* is in ballast, and we hear, will remain here to take a cargo of oil and bone for the U. S.; besides her, the *John Gilpin* and *Gladiator* are expected at this port soon, to load oil. The *Frances Palmer* brings about 150 tons of merchandise, including 1000 qr-sacks of flour. The *brig Ellenita*, which sailed on Sunday last for San Francisco, carried a fair freight, including about 100 tons sugar.

BEEF AND POKE.—Little demand usually exists for these articles, except in the fall shipping season for the supply of the whale-ships. The packing of Hawaiian beef is now systematically carried on, and about 500 bbls. are put up annually; the quality is fine, and is preferred now by whale-ships to the imported. We quote Hawaiian beef \$18, and foreign \$24 per bbl. Stock of domestic and foreign beef in store is not far from 900 bbls. We quote prime pork \$25.

SHOUT.—About 500 bbls. were received by the *Palmer* from California. On inquiry, we find the stock of domestic and foreign flour on hand to be not far from 500 bbls., besides above-mentioned 400 bbls. The quantity of wheat now in the store-houses of the Mill Company is 11,500 bushels, including 7000 bushels of the *Palmer*. On inquiry, we find the stock held by the Mill Company makes a total of 16,000 bushels, or sufficient to turn out 3,900 bbls. The consumption is about 400 per month, and the price will probably rise for the next six months. Sales of California flour at auction on the 23rd at \$8 @ \$9 50; Hawaiian we quote at \$10.

WHEAT.—No receipts from abroad. We notice a sale in the San Francisco market of 200 sacks Hawaiian, shipped over by the *Palmer*, at \$2 50 per 100 lbs.

HAMS.—Sales Westphalia at 15 cents.

BOOTS AND SHOES.—Women's shoes at \$1; men's brogans \$1 12.

NAILS.—We notice assorted cut nails sold for \$6 @ \$6 25.

CIGARS.—Sales No. 2 Manila Cheroots \$15 @ \$16 75 per M; Havana, \$50—stock large.

OUR SAN FRANCISCO CORRESPONDENCE.

SAN FRANCISCO, Sept. 23, 1856.

DEAR SIR.—The improvement in our market, noticed in our per *John Adams*, has been sustained, with a fair inquiry for goods. A good fall-trade is beginning to set in, and as the opposition steamers will soon be on the river we may look for heavy purchases during the next two months for the interior; buyers generally taking advantage of the low rates of freight during competition, to lay in a good supply before the rainy season, when the roads to the mining regions become more or less impassable for loaded teams.

The following vessels have arrived from New York since our last:—Aug. 26th, ship *Pampero*, 123 tons; 23rd, ship *Eureka*, 120 tons; 26th, ship *Cour de Lion*, 123 tons; 23rd, ship *Polynesia*, 132 tons.

For Island produce, our quotations remain without material change.

The *Frances Palmer* sails at daylight to-morrow morning and takes the mail from New York, Aug. 5. The next mail will go forward by the *Fanny Major*, to sail Sept. 10, touching at Lahaina.

Referring to Price Current herewith for general market report and ship-news. We remain, &c.

SAN FRANCISCO TRADE REPORT.

September 2, 1856.
WHEAT.—Sales of 400 qr-sacks Oregon, superior, at \$7 30; 400 do. Genesee mills, at \$7 50; 600 do. Domestic, for shipment coastwise, at \$7 25 @ \$7 37.
WHEAT.—200 sacks Spanish Island, at \$2 30; \$70 California, at \$2 15 @ \$2 25, and 300 do. at \$2 25.
BARLEY.—A sale early this morning of 400 sacks at \$2 60.
CORDAGE.—20,000 lbs. Manila, 2 1/2 to 3 1/4 in., at 14c.
SALT.—200 sacks coarse, \$18 7/8 ton.
HIDES.—240 sold at \$3 each.
TOBACCO.—49 cases Diadem of Old Virginia, at \$2 40; old importation sold at auction, at 16c. @ 17c.
POTATOES.—A good demand for choice potatoes, of which the stock on hand appears to be limited; the figures obtained, consequently, denote an improvement. Sales today of 500 bins in four lots, at the following rates:—400 bins and 200 do. sold at 2c.; 100 do., ordinary, at \$2 80; 150 do. choice, sold at \$2 90.
ONIONS.—20 bags sold at 3 cts., and 50 do. jobbed at 2 1/2 cts. HAY—Sale of 3 tons at \$20.
POKE.—15 half-bbls. extra clear, sold at \$19 50.
HAMS.—40 tierces, in brine, sold at 16 cents.
LARD.—100 kegs sold at 20c., and 50 cases 10th tierces at 21 cts.
BUTTER.—40 tierces new choice sold at 33c.
SUGAR.—100 bbls. crushed sold at 15 1/2 cts.; 20,000 lbs. China No. 1 at 9c.
OYSTERS.—100 dozen outside brands Baltimore oysters sold at \$7 50.

LATEST DATES, received at this Office.

San Francisco	Sept. 7
Panama, N. G.	Aug. 15
New York	Aug. 5
London	July 23
Paris	July 20
Hongkong	June 29
Sydney, N. S. W.	July 18
Tahiti	July 10

Ships Mails.

For SAN FRANCISCO, per *Frances Palmer*, about Oct. 4.
 For LAHAINA, per *Kamoi*, Saturday.
 For HAWAII, per *Lucy Morris*, Sept. 25.
 For Hilo, per *John Dunlap*, this day.
 For Hono Koa, per *John Dunlap*, Oct. 1.
 For KAUAI, per *Excel*, this day.

PORT OF HONOLULU, H. I.

ARRIVALS.

Sept. 18.—Am. bark *Frances Palmer*, Stott, 12 days from San Francisco, with mail, and passengers to D. C. Watersman.
 19.—Sch. *Kamehameha IV*, Gulick, in ballast, with cargo salt.
 20.—Sch. *Sally*, Fontaine, from Hanalei, Kauai.
 20.—Sch. *Koon*, Baker, from Niihau, Kauai.
 21.—Brig *John Dunlap*, Candage, from Hilo, Hawaii.
 21.—Am. wh. bk. *Falcon*, Norton, 2 ds from Hilo, Hawaii.
 22.—Am. clipper ship *Pampero*, Cogswell, 12 days from San Francisco.
 24.—Sch. *Excel*, Antonio, from Nawiliwili, Kauai.
 25.—Sch. *Kamoi*, Chadwick, 36 hours from Lahaina.

DEPARTURES.

Sept. 19.—Sch. *Kamehameha*, Gulick, for Nawiliwili, Kauai.
 20.—*Mannokawai*, Beckley, for Hilo, Hawaii.
 20.—*Mary*, Berrill, for Kaula, Hawaii.
 20.—Sch. *Kamoi*, Chadwick, and *Rialto*, Molteno, both for Lahaina.
 21.—*Greenland*, E. Ellulita, Waitt, for San Francisco.
 22.—Sch. *Favorite*, Revere, for Lahaina.
 24.—Am. wh. ship *Java*, Wood, cruise and home.
 Sch. *Sally*, Fontaine, for Kauai.

MEMORANDA.

On the 31st ult., a small coaster called the *Lepanto*, owned at Hanalei, and running between that port and Niihau, was lost near Hanalei. She was laden with a full cargo of salt from Niihau.
 The schooner *Excel*, formerly owned by Capt. T. H. Brown, has been purchased by Messrs. Pease and Hatch, and will be run as a regular packet to Kauai.
 The bark *Frances Palmer* has been here down at Johnson's wharf, and will be re-equipped and otherwise refitted for the fall season. She will be in readiness to resume her place early in October.

VESSELS IN PORT.—SEPT. 24.

H. B. M. Ship *Havannah*, Harvey.
 H. I. M. Ship *Corvette Embuscade*, Gzoline.
 Am. bark *George*, in charge of the Marshal.
 Br. brig *Oahu*, Mohle, discharging cargo.
 Tahitian sch. *Lucy Morris*, Bonifay.
 Br. bk. *Cynthia*, for freight or charter.
 Ham. brig *Emma*, Babon, discharging cargo.
 Am. wh. bk. *Unica*, James, recruiting.
 Am. bk. *Frances Palmer*, Stott, repairing.
 Ham. brig *Emma*, Babon, soon for Hong Kong.
 Am. wh. bk. *Neptune*, Constock, repairing.
 Am. clipper ship *Pampero*, Cogswell.

Coasters in Port.

Sch. *Excel*, Antonio, soon for Kauai.
 Sch. *Kamehameha*, Gulick, about Sunday.
 Brig *John Dunlap*, Candage, loading for Hilo.

Movements of Coasters.

Sch. *Kamehameha*, due from Hilo about 28th.
 Sch. *Lihouho*, " " " " 28th to 30th.
 Sch. *Heille*, due from Kauai, Hawaii, about Sunday.
 Sch. *Kamehameha*, will be in from Kaula Friday.
 Sch. *Mary*, Berrill, due from Kaula about Tuesday next.

Vessels Expected from Foreign Ports.

Am. clipper ship *John Gilpin*, from San Francisco.
 Am. ship *Gladiator*, from San Francisco.
 Am. bark *Metropolis*, sailed about Sept. 1, from Columbia River, to C. A. & H. F. Poor.
 Am. bark *Fanny Major*, Lawton, to sail from San Francisco, Sept. 10.
 Bremen ship *Post*, Wiegand, sailed May 25, from Bremen, with mail to Honolulu & Singapore.
 Am. clipper bark *Metropolis*, to leave Boston, July 21.
 Br. bk. *Gambela*, from London, via Tahiti, sailed April 6.
 Br. bark *Avery*, Holland, from Liverpool May 1st, assorted cargo, to E. C. Zanion.

PASSENGERS.

Per brig *Ellenita*, for San Francisco—Geo. W. Brunk.
 Per ship *Pampero*, from San Francisco—Mr. and Mrs. Poor and child.
 Per bark *Frances Palmer*, from San Francisco—Mrs. Graves, Miss S. Graves, Miss L. Graves, Mr. McGee, lady and child, Messrs. W. H. Wilder, C. Kingsland, R. P. Andrews, J. M. Green, G. M. Bates, C. A. Williams, A. Smith, John Brown, F. Young, R. Rose, Wm. Francis, Wm. B. Wright, John Bergin, Isaac Roudree, F. A. H. S. Mitchell, A. Mitchell, John Ward, servant.

EXPORTS.

Ship *Java*—12 bbls. beef, 12 bbls. pork, 1 keg whiskey, 1 douphin do.
 Brig *Ellenita*, for S. Francisco—85 bales pulu, 9 bales Fungus, 4 bales wool, 2,051 bags sugar, 1 bag coffee.

IMPORTS.

Bark *Frances Palmer*, from S. Francisco—25 bbls. wine, 1 case charts, 6 cases cigars, 1 package hardware, 31 cases do., 1 bale do., 1,200 sacks flour, 400 qr. do., 17 bbls. do., 1 case hardware, 2 cases dry goods, 1 tin varnish, 24 sacks salt, 132 bbls. bread, 100 boxes navy do., 82 bbls. pork and beef, 100 kegs milled 1 case hams, 20 chests tea, 10 cases tobacco, 1 case fan-mills, 132 cases merchandise, 49 bars oats, 1 fan-mill, 21 half-cases do., 34 qr. do., 1 case hose and fixings, 15 cases roast chickens, 13 cases oysters, 10 kegs whiskey, 20 tin crackers and cakes, 1 baby horse, 22 packages furniture, 87 prs. grates, 1 brl. glass ware, 2 coils wood.

MARRIED.

In Honolulu, Sept. 20, by Rev. S. C. Damon, Osquez, a Chinaman, to Kamohomohu, a Hawaiian.

DEATH.

At Waialea, Kauai, on the 8th inst., CLARENCE SHELTON WILCOX, infant son of Mr. Abner and Mrs. Wilcox, aged 9 months and 24 days.

SPECIAL BUSINESS NOTICE.

Persons desirous of mailing papers, can procure them at our counter ready made up in wrappers, six copies for 50 cents, or fourteen copies for a dollar.

TERMS.—Six Dollars per annum.

Single Copies 12 cents each.

In order to accommodate our native subscribers, six months subscription (\$3) will be received for the Hawaiian Edition.

AGENTS FOR THE COMMERCIAL ADVERTISER.

Lahaina, Maui - C. S. BARTOW, Esq.
 Makawala, E. Maui - L. L. TORBERT, Esq.
 Hilo, Hawaii - Capt. J. WORTH
 Kaula, Hawaii - Capt. J. A. LAW
 Kona, Hawaii - T. H. H. PARIS, Esq.
 Koloa, Kauai - Dr. J. W. SMITH
 San Francisco, Cal. - F. FISLER, Esq., Mer. Ex.
 New Bedford and U. S. - B. LINDSEY, Esq. Ship List.

THE PACIFIC Commercial Advertiser.

THURSDAY, SEPTEMBER 25.

ROADS are the most accurate tests of the degree of civilization in every country. Their construction is one of the first indications of the emergence of a people from a savage state, and their improvement keeps pace with the advance of a nation in wealth and science. They are the veins and arteries through which flow the agricultural productions and the commercial supplies, which are essential to the prosperity of the state. They should be sufficient in number, and be constructed in such a manner as to cause the least possible delay to the wants of the country; otherwise, districts located comparatively near will be rendered almost inaccessible to a town, and their productions will not find the market which would otherwise be opened. Agriculture is in a great measure dependent upon good roads for its success and rewards. The following extract, showing the advantages arising from them we quote from the report of a Committee of the British House of Commons:

"By the improvement of our roads, every branch of our agricultural, commercial, and manufacturing industry brought to market would be diminished in price; and the number of horses would be so much reduced that, by these and other retrenchments, the expense of FIVE MILLIONS (pounds sterling) would be ANNUALLY saved to the public. The expense of repairing roads, and the wear and tear of carriages and horses, would be essentially diminished; and thousands of acres, the produce of which is now wasted in feeding unnecessary horses, would be devoted to the production of food for man. In short, the public and private advantages which would result from effecting that great object, the improvement of our highways and turnpike roads, are incalculable; though, from their being spread over a wide surface, and available in various ways, such advantages will not be so apparent as those derived from other sources of improvement, of a more restricted and less general nature."

The history of road making in this Kingdom does not date far back. The first law that we find recorded was enacted in 1840, which as well as the laws of 1846 and 1850 gave to the governors a general control of the roads, with power to make new roads and employ prisoners in their construction. But no system of road making has ever been introduced, and the whole subject has been left to be executed as chance dictated. In 1852, road-supervisors were made elective by the people, at the annual election in January. This change worked no improvement in the roads, as the road-supervisors, in order to remain popular, required the least possible amount of labor, and in many districts an hour or two of work in the morning was considered as a compliance with the road law. Under this law road-supervisors were left pretty much to themselves, and though accountable to the Minister of the Interior, they considered the favor of their constituents of more importance. This law was found productive of more evil than good, and during the last session of the Legislature a new road law was passed, which goes into force on the 1st of January 1857. This new law gives to the Minister of the Interior the appointment of road-supervisors throughout the Kingdom, who are subject to such general instructions (we suppose in regard to the construction of roads) as he may issue. This is a decided improvement over the present order of things. The law as passed this year gives to the Minister of the Interior the authority to introduce some system in road making, and to lay down some general and practicable rules for their construction to guide those who have the superintendence of them. It makes him virtually responsible for the general condition of the roads throughout the Kingdom.

There is and has always been here a want of system in the management of our roads. Those most conversant with the matter think the defect lies in not having a general Superintendent of roads for the whole Kingdom, whose business it shall be to prepare general rules, and visit when necessary the other islands, and give his personal attention to the laying out and construction of new roads and bridges. If assisted with competent and energetic supervisors, who took care that the full amount of labor or tax was properly expended, a new state of things would follow. The law of 1856, we believe, does not provide for such a general superintendent, nor does it appear necessary that another law should be enacted for that purpose. If the streets of Honolulu and all the roads and highways of the Kingdom were placed under the superintendence and control of the Superintendent of Public Works, with full power to commence and carry on a system of road-making, to nominate the supervisors to the Minister of the Interior, and to issue orders for the guidance of the road-supervisors throughout the Kingdom, a change for the better would doubtless soon be experienced.

Here in Honolulu our roads at times become public nuisances. Mr. D. Lima has the sole charge of them, and he probably does the best he can, but it cannot be expected that he has a knowledge of the manner in which roads should be made. Hence we have

every kind of road here—the flat road, the turnpike road, then one lowest in the middle, and lastly the pyramid road, which latter specimen belongs wholly to this city, and is to be found in Nuuanu, consisting of a ridge in the center, about four feet above the sides, on which a mule, after a short practice, can travel with considerable safety, but rather dangerous to horses and carriages. If we were certain of the name of the originator, we would give him the benefit of it, and call the road by the right name.

A foreigner should have charge of the roads in and about Honolulu. There is scarcely a good drive of three miles out of town in any direction, though there never was a country where good roads are more easily constructed or remain in better order with little care. Whenever we go out of town, we are sure to meet, in crossing a marsh, a turnpike covered with stones, or if in the wet season, with mud, and almost impassable with a carriage, while if we were M. Adamized and covered with black sand which soon packs hard, it would render the road passable at all times. The drive towards Ewa could, at no great expense, be made pleasant; and that out towards Waialea returning by the beach around Diamond Head, and through the cocoanut grove of Waikiki, is a very pleasant one, if only a good road was completed. The drive to the Pali is the finest around Honolulu, but the road is very stony and generally very muddy. It is possible to get there in a carriage, but the person who does, generally boasts of it as an uncommon feat.

We trust that before the new law goes into effect, some system of road making will be devised and the whole subject placed in the hands of a person who is capable of meeting the wants of the public, and leaving behind him a monument of his energy and skill.

NOTES OF THE WEEK.

Our correspondent at Hilo, under date of Sept. 19th, writes that the sch. *Maria* had arrived at that port, with their Majesties on board. They were in excellent health, and were then the guests of Benj. Pitman, Esq.

CORRECTION.—The editor of the *Polynesian* under date of the 11th, asserted that the Publisher of the *Commercial Advertiser*, while a member of the Legislature of 1855, voted for the section of the Appropriation Bill allowing the public funds to be paid from the treasury without audit. The assertion, thus made, is entirely false, without the shadow of foundation, as the section alluded to, although passed by the Legislature of 1854, and also by that of 1855, was struck out in 1855, and the bill passed both Houses and became a law without it, of which fact the editor must have been perfectly conversant, as he was Secretary of the House of Nobles the same year. A sum was inserted in the Appr. Bill by the Committee of Finance, of which Mr. W. was a member, to pay for the services of an auditor, and the Bill was so reported from the Finance Committee.

SALE.—The Hawaiian Theater on the corner of Hotel and Alakea streets, formerly owned by a joint Stock Company, was sold at auction on Tuesday last for \$2,000. A. J. Cartwright, Esq., was the purchaser. The land alone is worth the above sum.

AMUSEMENTS.—Honolulu is likely to be fully supplied with places of amusement during the coming fall season. Messrs. Pickering and McFarland, who had leased and fitted up the room over Monsarrat's Auction Room at considerable expense, and were obliged through the remonstrance of property owners in the neighborhood to give up that location, have now leased the concert room of the Royal Hotel, than which a more central place could not be obtained. They have engaged a number of artists for the season. The first concert took place on Saturday last and was well attended. They perform again this evening.

Messrs. Graves and Wilder have taken the Hawaiian Theater, and engaged a popular troupe, who arrived by the *Palmer* from San Francisco. They opened on Thursday evening last, to a good house, with Coleman's play of "The Iron Chest," and the comedy of "Perfection." Both pieces were very creditably rendered. Mr. W. H. Wilder, Miss Louise Graves and Mr. C. Kingsland, (the two former being old favorites in Honolulu) were warmly received by the audience. They perform again this evening, the bill being "Therese" and "The Barrack Room."

Besides the above, we hear that a circus company is expected soon from San Francisco, to remain during the fall season.

AN ANNUAL ECLIPSE of the sun takes place on Sunday next, Sept. 28, during the afternoon. We have endeavored to obtain the particulars and extent of it, but the clerk of the weather has furnished us no programme. All we can say is that those who are accustomed to napping from 12 to 4 P.M. on Sundays, will be likely to meet it in their dreams, as it will probably commence about ten minutes before two o'clock.

FIRE PROOF ROOFS.—Are very desirable everywhere, in no place more than Honolulu, where the great and increasing number of wooden buildings renders the risk of fire a very serious one. The objections to the various kinds of fire-proof roofs hitherto in use here have been such as to prevent their adoption to any great extent. Slate is expensive, and requires a strong roof for its support. Zinc and tin are also somewhat expensive, and have not generally been found to answer the purpose. By the advertisement of Mr. Marshall in another column, it will be seen that a new species of roofing has been introduced here, which is rapidly coming into general use in the United States and Canada, and which, according to the testimonial which we have seen, seems to supply to us the great desideratum of a light, cheap and durable fire-proof roof. The government have covered the new prison with this roofing, and we recommend this new material to the attention of our builders.

"CATAWBA"—We are no wine bibbers. "Touch not, taste not, handle not," is a good motto, and we wish all mankind would adopt and live up to it; for we believe all wines are "vanity," but if there is any one less objectionable than another, we think it is "Longworth's sparkling Catawba"—just such wine as was imported *ex Ceylon*, and is for sale by B. W. Field, Esq. We saw some gentlemen sampling it the other day. They smacked their lips with a gusto, and pronounced it "fine, very fine." We inhaled the odor from the bottle—it was fruity, very fruity, a sure sign, so say connoisseurs, of excellence.

We learn that information has been received of the appointment of Judge Chandler as American Consul for the port of Lahaina. We see no notice of the appointment however in our U. S. papers.

Our thanks are due for late papers to J. W. Sullivan, Esq. and to the Noisy Carriers Publishing Hall of San Francisco. Their favors are very acceptable.

A BEAUTIFUL MODEL.—There is now to be seen at the Bay House Hotel, a most beautiful model of a propeller steamship, with clock-work machinery &c.; every arrangement about the vessel being as perfect as in a full-sized ship. On being wound up, the propeller and machinery work as if by steam. The model is about three feet in length, and is the work of Mr. Collins, who has displayed with it an ingenuity rarely met with in this quarter. We recommend its inspection to those who have charge of procuring an inter-island steamer.

We publish with pleasure the following communication from Judge Robertson, with the simple remark that we cannot see that it lessens in any degree the force of our argument in our last issue, which was that a portion of the receipts of the government, more particularly on the other islands, were legally allowed to be expended before reaching the treasury in Honolulu.

To the Editor of the Pac. Com. Advertiser.

SIR,—I observe in your leading article of last week the following statement, viz: "So also with the Judiciary Department, the fines and penalties collected all over the kingdom reach the treasury only so far as they are in excess of the salaries and expenses of the judges, courts, &c." This statement, I have reason to believe, is wholly incorrect. The costs, fines, penalties, &c., collected in the Supreme Court, are received and accounted for to the treasury, by the Clerk of the Court, who is under bond and sworn to the faithful performance of his duties. The several judges and clerks draw directly on the Minister of Finance for their salaries. The same plan is pursued by the circuit judges and police justices, as I am informed, without a single exception. The district justices pay over all their receipts to the respective governors, by whom the funds are transmitted to the treasury. Not a single judge in the kingdom is allowed to pay the receipts of his court to the payment of his own salary, or even for the purchase of stationery. Such salaries, and other expenses, are paid out of the appropriations made by the legislature for that purpose.

I feel no particular interest in the discussion of the question, as to whether or not it is necessary and expedient to employ a government auditor, beyond the common interest which every citizen may be supposed to take in any proposed measure, which may be deemed promotive of the respectability and efficiency of the government. But, I may be allowed to remark that, any argument or inference, whether for or against, which is based upon a statement so obviously incorrect as that above alluded to, can never rightly instruct, and can only tend to mislead the public mind.

I must beg of you to give publicity to this communication, to the end that the judicial officers of the kingdom, as a body, may not have to rest under any groundless and unjust suspicion that might be raised against them, in the minds of your readers, should the above erroneous statement be allowed to pass without contradiction. Your ob't serv't.

G. M. ROBERTSON.

Court House, Sept. 22, 1856.

MR. EDITOR:—Perhaps you have seen the effusions of the California muse which have been lately distributed by some unaccountable means, and which lands in truthful strains, Hexameters, Alexandrines, etc.—the noble, public-spirited and public-fel police of our island. It is strange that you, Mr. Editor, who pretend to uphold fearlessly and proudly the new-born escutcheon of these islands, pure and unsoiled, have never cast your watchful eyes on the miserable institutions which not only degrade these islands below any government in Europe or America, which not only in part keep the so much wanted whalers from our harbors, but rob, cheat and plunder the poor but honest laborer, the bone and sinew of this and any country, in the most bare-faced manner. Why, sir, have you been blind all the days since you issued your indeed valuable paper, not to have seen how men, honest, hard working, industrious and good men—men esteemed as expert in their business—men faithful in the performance of the duties assigned to them by their station in life—have you been blind not to see such men *paupered* on by persons who are too lazy to make an honest living by the labor of their hands, because to ascribe brains to such would be preposterous?

How beautiful those strains which echo from the shores of California back to these islands! I suppose Chief, Deputy and lobbly-bey will condemn the poetry; but still, gentlemen, it comes from foreign shores. Honor! Has it come to this, that an American country, a part of "the home of the free and the brave" has to open the eyes of the editors of these islands, (be they Yankee or John) to look around them and see how their fellow-citizens, although they may be humble in their stations in life, are insulted, robbed, and cheated of their hard earnings, by men whose praises are sung in other lands, by laws that would be trampled under foot in any free and enlightened country.

Come, sir, editor, if you pretend to stir up things rotten in government affairs, you had better, in order as well to protect the honest, just lend your broom to sweep the Augean stable of violence, perjury and other iniquities. In hopes that I leave the kernel of the above in better hands for distillation, I remain, Yours,

Hoc.

We confess ourselves ignorant of the cause that has stirred up the ire of our correspondent, and if there is any place that really needs "sweeping," the "broom" is ready.—Adv.

Two Weeks Later from the United States and Europe.

The fine packet *Frances Palmer*, Capt. Stott, arrived on the 18th inst., 12 days from San Francisco, bringing papers of the 6th. She brings the U. S. mails of Aug. 5, a large number of passengers, and about 150 tons freight.

The news from California does not appear important—everything is quiet and business generally improving.

A new line of Nicaragua steamers were expected to be put on the route in October. The line is to be owned by Chas. Morgan of New-York and C. K. Garrison of San Francisco, both wealthy men. The *Sierra Nevada*, the first of the line is now in San Francisco. The steamship *Orizaba* was to leave New-York August 9, for San Francisco. The *Orizaba* is represented as a fine ship of 1900 tons, and is about two years old. Her sailing qualities are first class, she having made 380 miles per day with ease. It is expected the new line will run through from New-York to San Francisco in 18 days regularly.

An immense business is done in brick-making at Sacramento. One kiln, now going up, will contain a million-and-a-half of bricks, and is said to be the largest ever put up in the United States. The wood for burning it will cost over \$3000. The bricks sell for \$8 per M. delivered, and \$7 at the kiln.

The New French Consul.—The *Echo du Pacifique* says that M. Gaudier, Consul of France for San Francisco, had arrived in Paris, from Singapore, and that he would remain in Paris some time previous to leaving for his new post.

For market news, our readers are referred to our commercial column.

United States.

The papers from the Atlantic States come filled mostly with political news, but are quite interesting. The Brooks and Burlingame affair was supposed to have been quieted, when the latter explained the remarks in his speech, by declaring that he distinguished between the man and the act, and that he meant nothing disrespectful of Brooks, in comparing the assault on Sumner to that of Cain upon Abel. It was opened afresh, however, on the 21st, by the publication of Burlingame's card, in which he says

that a wrong interpretation had been given to the conversation between him and Mr. Brooks' friends, and he, therefore, withdrew the